
The Jaguar's Purr©

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February 2013

www.jcna.com/clubs/dvjc

Members Approve of the F-Type



Rich Rosen was able to get up close and personal with the new F-Type at the Philadelphia Auto Show. Read his full report on page 11. Mike Tate also sampled the driver's leather. His comments are in The Roving Reporter on page 7. Our thanks to Colleen who allowed these members access to the new Jaguar.



NOTICE—It's never too late to renew your membership. Although the JCNA deadline has passed for uninterrupted subscription to *The Jaguar Journal* Ann Perry will do her best to get you back in the fold quickly. Ann can be reached at annsag@aol.com if you have any questions regarding your membership status. A renewal form is on page 10.

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Upcoming DVJC Events

February 14, 2013

Not In My Neighbor's Backyard Either

Copeland Room, Hagely Museum Library 6:30pm

Contact: Ann Perry 610-388-2421 or annsjag@aol.com (see p. 13)

April 26—28, 2013

Northeast Rally Club Keystone Rally

Lionville Volunteer Fire Company, Lionville, PA

Contact: Kurt Rappold 610-358-4055, kprappoldxksp@verizon.net
See Entry Form on page 14.

June 1, 2013

DVJC Annual Concours d'Elegance

Oakbourne Mansion, Westtown, PA

Contact: Charles Olson, cwolson29@comcast.net

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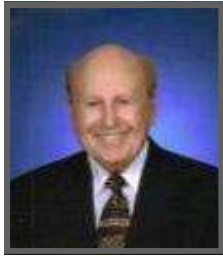


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The Prez Sez *February 2013*

Trying to digest the new membership totals while struggling with a case of Bronchitis has caused a delay in trying to put together the Prez Sez for this month. I've had several thoughts about how to increase membership, get the renewals and to think of ways to provide closer contact between our Members. That's my job ya know."

The JCNA wants more of our Club's money, so we increased our dues. I thought we could offset that by getting more members starting back in March of 2012, but reading Ann's membership results didn't reflect my optimism. However, we did get quite a few new members in 2012 and I'm hoping we'll find they're still with us.

I belong to several clubs, mainly to learn how they operate, and they all send me postcards reminding me how they miss having me renew, even before the cut-off date. Brian Craig works closely with Ann in doing the same thing by e-mail to encourage renewals by the end of last month. I really appreciate his effort and recognize it's the most expedient way to do so. The procrastinators and undecided will be contacted before next month, because it's already too late to avoid making Ann do additional work.

When going over the Membership list, I realized that the Coordinators should be updated with their Constituent's info. Then I started to wonder if it would be effective, not to mention informative, to have each coordinator send an e-mail introducing themselves, including the constituents' E-mail addresses and perhaps the vehicles they own. I also think it's time we should issue a **Club Membership Directory** with at least the same info. I believe we are the only Club that I belong to, that doesn't issue one. I also know it was not approved in the past, because the concerns for privacy, but that was before the popularity of E-mail communication.

Another thought re: outlying members in the State of Delaware, I think we should have an event such as a brunch/ breakfast meeting just in that area for those folks to get together. I know one of our members in Delaware would be glad to organize something like that. Another suggestion from one of my constituents, **Bill Major**; we need an evening activity like a "**drive -in**" which is basically held in a large parking lot, like K- Mart etc. for an evening arrival for conversation and "tire kickin". No fee or RSVP, just show up. The whole idea is for members to get to drive to a destination for Camaraderie on a nice evening. It's "Doable" and were going to schedule them.

My thoughts are to demonstrate to the members that we're providing them the opportunity to communicate, participate and experience the reason for being a member. I hope as Spring arrives in March our event calendar will feature more activities.

Speaking of activities I'm currently negotiating a Friday Only opportunity for our members to participate in the 2013 Keystone Rally. It's affiliated with the Northeast rally Club only held within an hour's driving time for most members of our Club. I'm hoping to arrange a price of \$125 which includes a meal at the end of the day. I'll be pushing everyone to take advantage of this event! I'll supply the official details in the March issue.

Be Courteous, Drive Safely, and Have Fun
At your service, President Charles Olson

Delaware Valley Jaguar Club Event

Research Seminar: David Lucsko, Auburn University. **"Not in My Neighbor's Backyard, Either" Junkyards, Automobile Enthusiasts and Property Owners, 1965-2010.**

We will plan to meet at 4:30pm, Thursday, February 14, 2013, at Stoney's British Pub, 3007 Concord Pike, Wilmington DE 19803, for a quick bite. From there it is about a 10 minute ride to Hagley Museum.

Descriptions

Jaguar Club members are usually good at expressing their feelings about different things. Recently two members provided one word descriptions for these two very different vehicles. See if you agree.



SUPERB



SACRILEGE

WELCOM NEW MEMBERS

Tom and Joan GOTTA
Parlin, New Jersey



Roving Reporter - February 2013

By Michael Tate

I HAVE SEEN IT—I HAVE SEEN IT—I HAVE BEEN RIGHT IN-BETWEEN IT.

Yes I have not only seen the new F-Type but I have placed my ever receptive body in its enveloping driver's seat and placed my eager fingers on its steering wheel. I had seen photos. I had read that AutoWeek gave it Best-In-Show at the International Paris show. It had been publicized in every magazine red, blue, grey, British Racing Green (BRG). TV adverts showed it negotiating twisty country lanes. Front, side, back shots. Extolled as the real successor to the E-type. One thing was certain, and they got it right... "F" follows "E." That to me was an amazing bit of marketing as you will remember that they left my XK in limbo when it followed the XK 8 and will be known for ever more as the "new XK" Was I convinced by all the publicity and hoopla?. To be honest....NO!

Going to the Philly show on opening day (Saturday) I had enquired from a local Dealer on the Wednesday if the F was going to be on show. The answer was negative as Jaguar wanted to have a private release. Disappointing and strange as Philly /Suburbs is where it needs to show its products, especially sporty ones to recapture younger drivers and polish its image. I thought "Why go. I knew all the other products?" With dark thoughts not going was not an option as I had promised son Gary that we would go together. Such a trip promised a pint of ale and forbidden food at the Reading Terminal Market. What a wonderful venue that is. To combine a tour there and view all the foods and inhaling their scents completes a visit to the car show. Then reprieve. In Thursday's e-mails was one direct from Jaguar encouraging me to visit the show "and see the F." Amazing. I hope they sent the same mail to their dealers so they could join in the fun and see the product they will be selling very soon.

As the show is now all on one floor it seems vast and almost overwhelming. We made our way to the Jaguar stand. 2013 XK's XJ's, XF's – tops up/tops down. Standard models, R models (the extra fast ones), the L models (for long) everything was on show refreshing my memory why Jaguar is such a beautiful brand. And then I saw it. Shining silver in an exclusive roped off area. It stopped me in my tracks. None of the photos and advertizing did it justice. In the flesh it is stunning. I loved it. A complete contrast to the XK so they can co-exist as Sports Car and Grand-Tourer. There are three models. ONE.. Base F – Type. 3.0 liter – 340 HP, 0 – 60 mph – 5.1 seconds. Top Speed – 161 mph. MSRP from \$69,000. TWO.. F – Type S, 3.0 liter – 380 HP, 0 – 60 mph – 4.8 seconds. Top Speed – 171 mph. MSRP from \$81,000. Both these models, one

and two, have V6 Supercharged engines. THREE ... F-Type V8S, V8 Supercharged engine, 5.0 liter 495 HP. 0 – 60 mph – 4.2 seconds, MSRP from \$92,000.

The interior is pure Jaguar who say "The jet-fighter – inspired cockpit includes race style – shifting with an adapted shift strategy that responds and tailors to how the car is being driven, from relaxed (me) to aggressive (sons). The new SportShift selector also gives drivers a new way to interact with a trigger button moves the car into gear" There are thirteen exterior colors, four roof colors, four wheel designs, six interior colors and trim designs/trim variations. Aluminum body. Active spoiler. Active sports exhaust and just what you wanted, deployable door handles.

All overwhelming to be let down when asking for a brochure..."There are none. Fill in this form and we will send you one" I sometime wonder if Jaguar are intent on selling their cars. The Dealer does not know the F is being shown and they have no brochures. It's all a new marketing ploy which, in my old fashioned ways, I must get accustomed too. Get with it Tate!

Not satisfied with my Saturday visit I returned on Wednesday with club member and E-type owner Ef Adnopolz. Ef drove us down, parked and led me to the Reading Market. Did not make it on the Saturday visit as Gary liked the Hard Rock café. Drank in the scents and tour of the stalls and fortified with a crisp roll filled with Italian sausage and peppers hit the show. First stop was the Buckingham Show and then the Ragtops and Roadsters Stands. Four very cool entries. A 1955 Flayjole Forerunner. In black and white it was interesting because it was built on an XK120 chassis. Next to it was an XK140 Alloy one of only 240 to be built. This car was in superb condition. Equally good was the black Series 1 E-Type. Then to the Jagwire (someday it will be pronounced correctly...uar does sound wire) stand. While Ef explored the other models I concentrated on the F and took photos. Did they now have brochures? "No" said Coleen, who was manning the stand but reaching down produced what appeared to be a single circular disk but when rotated turned into six separate disks exhibiting the wonders of all the brands products. The sixth disk proclaimed "Too learn more download your on line brochures at "JAGUARBROCHURES.COM" access code T2T312.

So off we went to look at all the other products. Ef was very taken with the Porsche Panamera, price range \$75,800 - \$175,300. The new Corvette Stingray is very engaging. All the other manufacturers blended into one

Roving Reporter - February 2013 (continued)

great car wreck. How do you choose from such a vast presentation of products? I met one of my neighbors, who is a Mini fanatic, viewing their products. He has two special editions which really are very special. He said to me "have you seen the F?. Fantastic" and then produced his camera and said "It's the only car I have taken photos of" and then showed me the 8 photos. Good man. Very discerning!



Mike Tate trying on a new F-Type for size. Looks like it fits JUST RIGHT!!

Before leaving we went back to see the F-type. Coleen greeted me with "Back again?" I admired her name "Irish" I said. "And Polish" she replied. "No wonder your husband gave you that rock on your finger" I told her and quickly said "I am from the DVJC and

write a column in the

club magazine. What possibility of getting in the F". "This way" she said holding my hand. And that's how I found myself in heaven sitting in the cockpit with Ef taking photos. We went home happy and Ef declared his real love was the Jaguar XJ renouncing the Panamera. We both agreed the F had a great future.

WHAT WILL THE HISTORY BOOKS SAY ABOUT RATAN TATA

When books are written about Ratan Tata will they hold him in the same regard as Sir William Lyons? Will they say "that if it was not for him that Jaguar would be on the endangered species list?" . Ratan Tata took over control of Tata Sons in 1991. He was the fifth generation to run the 144 year old company. The Conglomerate is India's largest private sectors concern with \$100 billion of sales and accounts for 7% of Indian stock market. It pays 3% of all India's corporate tax and 5% of all its excise duty. It is said you can make a phone call, wear a watch, drive a car, live in a house, run and walk in shoes, season your food, Insure yourself, use air conditioning, stay in a hotel, build a car with Tata steel, all provided by Tata companies!! He never married and therefore has no heirs. On December 28 2012 he retired and handed over the reins to Cyrus Mistry whose family own a substantial stake in Tata and who made their fortune in Construction. Mr Ratan Tata was a most powerful influence in Indian commerce. He is the one that backed the acquisition of Jaguar Land Rover and it is said that he would rather discuss car designs with young engineers than read management reviews. His mind says invest for the future rather than make a profit at all costs. The two stars of the 180 subsidiary companies are TCS, its technology arm, who are worth \$34 billion, and JLR. It is

said that many of the other companies are leaking profits and therefore Mr Mistry initially will have to concentrate on righting those organizations and hopefully leave JLR on its path to becoming the major force it once was with the introduction of new products. Though new to the top job Mr Mistry has been working closely with Ratan Tata for some time and therefore knows and approves of the course set for Tata Sons. The fact that Mr Tata is set to remain as Chairman of the Charitable trusts that own most of Tata Sons is comforting. It is hoped that he limits his influence to the business he knows best and loves most, which is cars, and otherwise grants his successor freedom of opportunity.

When next someone says "Jaguar are owned by some Indian Company" in a disparaging tone you can repost "Yes it's a \$100 billion corporation which is doing what Ford could not do!" Also, to answer the initial question, I believe that Ratan Tata will go down in history as the driving influence that brought Jaguar back to its former glory. Amen

"A TRIUMPH OF A PARTY"

January 27th, together with some of my family, I was invited to the Delaware Valley Triumph Club winter party held from 3.00pm to 7.00pm. It was held at Pine Crest Country Club which is a very modern facility on the 202 heading north from five points in Montgomeryville. The club has some 200 members and about 100, including spouses, attended the event which I was told was a record. The atmosphere was both warm and welcoming with a bar dispensing free drinks. Interestingly enough I never saw a crush round the bar so nobody was taking advantage of this facility. The room was set up with various displays. One showed photos from various club events, plus trophies won by members. Another display was "What's This" a trivia game showing photos of famous car personalities, race tracks, car parts etc. Close by was a table with dips, cheese etc. Also there was a perpetually running slide show depicting Triumphs through the ages. Dinner offered multiple choices including chicken, salmon, roast beef and veg together with an assortment of cakes.

Following dinner there was a speaker who had worked for US advertising agencies beginning in the 1960's. At one point he worked on Public Relations for Triumph and had the dubious good fortune of working for British Leyland. He managed to convey the impression that the problems of this organization was everybody's fault but his own. I missed the final event which I understood was an old custom where attendees brought objects costing no more than \$20, wrapped, and a swapping game took place. For \$30 a person it was tremendous value and one the family and I really enjoyed. Thank you DVTC for allowing us to attend.

Cross Pond Awards!

By: Michael Tate

Below is a copy of an e-mail received from Mike Tate which merits mention.

Brother Peter won the Wiltshire Jag Club Enthusiast of the year award and here is a photo of him receiving the trophy. This trophy was made out of a SS 100 soinner given to Peter by John Murphy from his SS100 who then took it to England and gave to the club who then made the trophy. The fact that I won the President's award this year for the DVJC and Peter won is an amazing coincidence. Perhaps Jaguar should give both of us an F-Type.



Peter Tate, brother of DVJC's Michael Tate, receiving the Wiltshire Jaguar Club Enthusiast of the Year Award. Peter is seated directly behind the trophy.



This is probably as close as Michael or Peter will get to being awarded an F-Type!



Michael Tate (left) receiving the DVJC President's Award from DVJC President Charles Olson at the 2012 Holiday Party.

More F-Type Photos from the Philadelphia Auto Show.



Delaware Valley Jaguar Club



Application for Membership / Renewal

Name _____

Spouse / Co-member name _____

Address _____

City _____ State _____ Zip _____

Home Phone _____

E-mail address _____

Jaguars owned _____
(please indicate year, model & color)

Occupation _____ Retired _____

Definition of membership: For the purposes of JCNA membership, the term "Member" is deemed to include the primary member and his/her spouse or significant other living in the same household, and children of the "member" 18 years of age and younger (i.e., up to the year in which the child turns 18). Additionally, JCNA will make available a Youth Enthusiasts* membership at a cost of \$15.00 for members 25 years of age or younger.

Annual Dues: \$55.00 per member

Signed: _____ Date: _____

Includes a one year subscription to the *Jaguar Journal*, a bi-monthly publication distributed by Jaguar Clubs of North America, Inc., and the *Jaguar's Purr*, the local club monthly newsletter with free Classified Ads for members.

***Youth Enthusiast**

Name _____

Address _____ State/Zip _____

Date of Birth: _____

Annual Dues \$15.00 per member

Signed: _____ Date _____

The club newsletter, The Jaguar's Purr, is distributed by e-mail.

Membership runs from January 1st to December 31st @ \$55.00, Members joining after July 1st pay \$35.00 for remainder of the year.

Please make your checks payable to DVJC and mail to:

Ann Perry, PO Box 163, Mendenhall, PA19357

Snow and the Philadelphia Auto Show

By: Rich Rosen

On Friday as the snow was falling, before I was leaving work, I was contemplating what route I was going to travel home. I knew I was in trouble because my iPhone was showing all the highways and most secondary roads were backed up due to the snow storm that hit our region on January 25th. I hopped into my non-Jaguar with 4 wheel drive and set out adding an additional hour on to my usual 30 minute commute from the northeast region of Philadelphia back to my home in Haddonfield, NJ. During the drive I had an epiphany. I always like to go to the Philadelphia Auto Show but I hate going on the weekends because of the crowds. I figured this might be the best night to go. I thought, "No one in his or her right mind would ever go to the auto show on such a snowy night." My speculation was confirmed when I asked my two kids, Robin and Cooper, and wife Susan if they wanted to go to Philly. They all declined immediately. So I called my neighbor Dan "he is just as crazy as I am" and asked him to join me. I got an immediate response of "Yes, Let's do it."

I remembered that Charles Olson sent an E-mail stating that Dave Hutchison of Ragtops and Roadsters had free tickets for the show. Without hesitation I gave Dave a call and made arrangements to meet him at the entrance of the Auto Show when we arrive.

All I can say is my intuition was right... We had the whole place to ourselves.

We made our way to the antique cars, which was on the same level as the main show this year. The Simeone museum had a nice display and Dave Hutchison was showcasing some of his restoration work along with other significant automobiles including a Tucker, Delahaye and other notable cars. Dave gave us an up close and personal tour of the fabulous cars he had. After we enjoyed our time with the antiques we made a beeline to the Jaguar display specifically to see the new F-type. I was so excited to

see the new F-type when I got there I discovered it was roped off. This did not discourage me getting an up close view of this brand new beauty. Colleen, a very friendly Jaguar representative, introduced herself to me in front of the roped off area of the F-type. I proceeded to tell her I have an E-type and I belong to the Delaware Valley Jaguar Club. Colleen proceeded to ask if I would like to go on the other side of the ropes to have a closer look. I responded with an enthusiastic YES PLEASE!

The F-Type is a true beauty. The cockpit is all business, laid out in leather refinement, with ergonomic considerations. A true sports car! The model at the show was the Mid range version, 380 hp, 3.0 liter supercharged V6 S series example shown in black leather over satellite gray paint. There will be a 340hp 3.0 liter supercharged V6 and an amazing 495hp 5.0 liter V8 supercharged S version all to be released this spring to our local dealers.

Over all my adventure to the 2013 Auto Show was a success thanks to the 2 inches of snow, Dave Hutchison, and Colleen, the Jaguar representative.

Drive safe and enjoy!



Rich getting some cockpit time in the F-Type.

Jaguar Parts

Parts For Sale: 1974 "E" Type V-12 engine with Standard Trans, 1976 V-12 With auto Trans. Late Series one XJ Short body Doors & Trunk Lid & interior parts Great Shape. If interested please make offer.

Call Steve 267-767-6188 or email jaguarsteve@verizon.net

The Life of a Natural-Born Gear Head

By: Paul Merluzzi

I cannot remember a time when I was not interested in cars. It is not genetic because my parents, siblings, grandparents, aunts, and uncles had no interest other than having a reliable four-wheeler to get them from Point A to Point B. My earliest recollections are from when I was three years old and asking my Dad the make of every car I spotted. I would then correlate the brand of the car with the pattern on the hub cap. My Dad used me as entertainment for his friends as they would quiz me by randomly pointing out cars and trying to trip me up. They never did, according to my Dad.

When I got a little older, I was fascinated by automobile designs and would spend hours sketching 'futuristic' cars. Then in the mid-fifties when I was in my early teens, Chrysler came out with the 'Forward Look' designs of Virgil Exner and I didn't think anything on earth was more beautiful (except my sixth grade teacher, Miss McAvoy with whom I made a fool of myself with my school-boy crush behavior).

The fanaticism with cars developed into a model-building hobby. My room was cluttered with Revell plastic models and home-made balsa wood models. My friends and I would carve out race cars from blocks of balsa wood, mount wheels on them, screw an eye-hook underneath, and drill a hole in the rear. We would then run a 20 or 25 foot string through the eye-hook and stake each end of the string on pavement. The hole in the rear was used to mount a CO2 capsule. At the start of the race we would puncture the CO2 capsule which would propel the cars along the string. Great fun!

During high school in the late 50's and early 60's I drove my Dad's 1958 Rambler (I told you he wasn't a car guy) on dates. Not exactly what you would call a Babe Magnet. But I occasionally drove a "real" car because one of the priests in our parish who was chaplain of the CYO (Catholic Youth Organization) was always trying to fix me up with girls in the parish. If he made a match, he would let me drive his brand new Oldsmobile Rocket 88 Coupe on the date.

My first exposure to British sports cars happened in 1961 after I started college and was working on a co-op job in my home town. My supervisor, Dave Jones, was a young engineer just a year or two out of college. He had white TR3 roadster that he drove year-round in Connecticut. We became friends and I got to ride in (and occasionally drive) the TR3 when we hung out together. It was interesting to see the little snow-drifts building up inside the side curtains during a typical Connecticut winter. I swear it was colder

inside the car than outside. Another employee in our department, Doug Grantham, had an identical TR3 that he drove year-round with the top down. He had a special tonneau cover made with a hood that fit over his head.

Since I was pretty much working my way through college, I didn't have a dime to my name – let alone 10's of thousands of dimes to buy a car. So I had a mission to date women with sports cars. One of them had a Triumph Spitfire and worked at the same place I did when I was home on the co-op job. One day I went over to have lunch with her and she said she was being taken out to lunch by one of the salesmen who was in town for a meeting. She told me

I should see his car. So I walked out to the parking lot with her and there was the most beautiful piece of machinery I had ever seen in my life. She said it was a Jaguar XK-150 roadster. It was white with a black interior. From that point on, whenever that salesman was in town, I didn't exist as far as my friend with the Spitfire was concerned. Thus began my love-hate relationship with the Jaguar marque.

As I was nearing completion of my engineering degree in the mid 60's, I began to dream about owning a sports car – with Jaguar at the top of the list. But

with no savings and a small college debt, I became more practical and fell in love with a 1966 TR4 with a British Racing Green exterior and biscuit interior. With several job offers in hand, I felt I could afford it and maybe move up to a Jaguar in the future. Then I made a decision that derailed my sports car ownership for two decades. Instead of taking one of the job offers, I went to graduate school to get a Masters degree, but ended up staying on for a PhD. During that time (about five years), I met my lovely Irena and we had our beautiful daughter (and future gear head) Ericka. Trying to raise a family on a \$330/month research assistantship removed all thoughts of buying sports cars from my brain, but the visions still remained – especially those of the Jaguar.

It was not until 1987 that I bought my first sports car – a 1957 Porsche 356. A year later I bought a 1959 Mercedes 190SL. Irena and I had a lot of fun with those cars and especially enjoyed the International Mercedes 190SL Group where I eventually became Vice President and ran the 10th anniversary Concours and Convention in 1994 (held in Lancaster). Car buying was put on hold once again for a few years while I built my engineering consulting business. I purchased our 1958 XK-150 FHC in 2002, the brown 1969 E-Type in 2003, the red 1979 Ferrari 308GTS in 2006, and the green 1995 XJS convertible in 2009.



DVJC vice president Paul Merluzzi and wife Irena.

The Life of a Natural-Born Gear Head (continued)

Purchasing the XJS required some “strategery” (in the words of our former President). When I told Irena that I wanted to buy the car, she laid down the law and said that I had to get rid of one of the other cars first. I agreed, to her amazement. When I brought the XJS home she said, “That’s beautiful, but where’s the Maxima?”

The Jaguars, like the other vintage cars we have owned, have given us lots of pleasure and fun, as well as some anxious moments when they decide to stop running at the most inopportune time. Most of all, they have given us the opportunity to make new friends through clubs like the DVJC – which to me is the most important by-product of ownership.

In conclusion, I have loved Jaguars (especially the XK-120/140/150 series) since I saw that XK-150 roadster in 1961. In 1994, while still pining for a Jaguar, I wrote what I believe is the only sensual love-poem to a car. It is called “A Feline Fantasy”:

A Feline Fantasy

Musing about what is left of my life,
My regrets are rather few.
No sad feelings, though
Hale youth cannot last,
And there is no antidote for old age.

I finally understand happiness
And know that it is a subtle thing,
Like a butterfly alighting on me.
I've learned to wait, perfectly still
So that it remains as long as it can.

But I cannot wait for you any longer ...
Your transcendent, mysterious appeal
Bridges my youth to middle age.
You are a great stalking lioness
And I am helpless, but willing, prey.

Your shape bespeaks a sensuality,
Of prowess as much as passion.
You are enough reason
To value the themes of the ages
Over the fashions of the day.

You secrete an aroma of excitement
I long to touch you,
To feel myself inside you,
To hear the sounds you emit,
Responding to my every movement and touch.

Yet sometimes I listen, motionless and still,
As you disappear toward the horizon,
Like a solitary gull between heaven and earth.

A feline blend of grace and balance,
Muscle and sinew, at once civil and feral.

Then, I am reminded of old songs,
And the way things were when
We knew how to wait and anticipate,
When you stood out among the bluebloods of the day,
And I, before I liked cars, loved the Jaguar XK-120.

PJM 7/29/94

PAUL’S FELINES



1958 XK150



1969 E-Type



1995 XJS

\$400 entry form and insurance received by MARCH 26, 2013 \$ _____
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(Entry fee covers all meals for drivers and navigators)
 \$15 each additional person for Friday's dinner \$ _____
 \$20 each additional person for Saturday's dinner \$ _____
 \$20 each additional person for Sunday's brunch \$ _____
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MAIL ENTRY, CHECK, AND INSURANCE TO:

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Please list name of anyone that will be coming with you so that we can have name tags

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*VEHICLE _____

make _____ model _____ year _____ color _____

PROOF OF INSURANCE MUST BE ATTACHED

*FRIDAY'S LUNCH: I plan to attend Friday's lunch? YES _____ NO _____ NOT SURE _____

Please list your assigned number _____ Do you need a number decal for your car? _____

IF YOU HAVE NOT BEEN ASSIGNED A CAR NUMBER, PLEASE CHECK HERE _____ AND A NUMBER WILL BE ASSIGNED TO YOUR VEHICLE.

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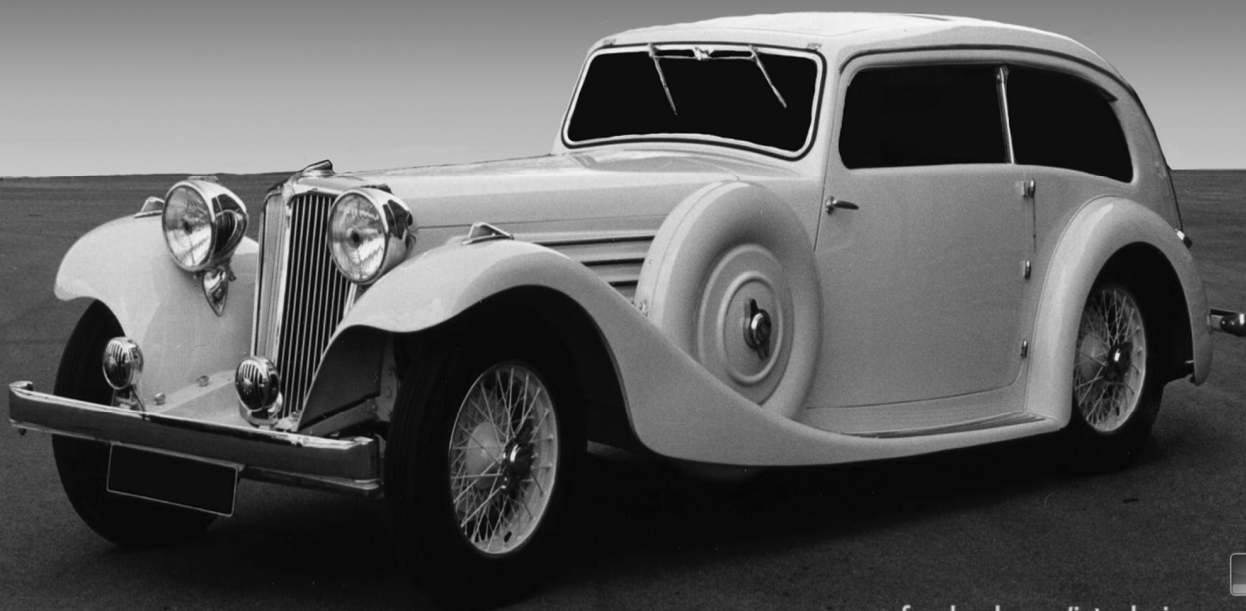
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Choose from the following. All shirts/jackets are embroidered with DVJC logo.



Devon & Jones D700 3-Season Jacket

100% nylon shell; no-pill polyfleece lining; polyfill insulation; zippered outside pockets; zippered inside security pocket; quilted windflap; wind & water resistant

Colors: Forrest, Stone

Price: S-XL: \$39.95 XXL: \$45.00 3XL: \$47.50 4XL: \$50.50



Ultraclub 8536 Pique Golf Shirt

White body pique golf shirt with multi-stripe trim.

Colors: White w/Green Trim

Price: S-XL: \$22.00 XXL: \$26.50 3XL: \$28.50 4XL: \$30.50



Lee (83062)

Sueded crew fleece with V-notch; 80% cotton, 20% polyester; long sleeves; 9 oz. double needle

Colors: Stone, Moss

Price: M-XL: \$28.50 XXL: \$33.50



Lee Mens (71808)

Denim, button-down shirt with left chest pocket w/button closure; woodtone logo buttons; double-needle detailing; 3-button placket cuffs

Natural, Hunter Green

NEW LOWER PRICE!! All sizes: \$28.50



Folding Camp Chair

Custom folding chair; 2 mesh cup holders; steel frame; rubber grommets hold arms in chosen position. Comes with heavy-duty carrying bag. Embroidered with DVJC logo. Includes bonus organizer perfect for magazines, sunscreen, etc. – easily attaches to chair.

Color: Hunter green

Price: \$28.95



Mesh Camp Chair

Custom folding chair; center mesh panel provides superior air flow; 2 mesh cup holders; steel frame.

Color: Hunter green

Price: \$28.95



Hat (#1701)

Low profile, soft lining, velcro closure, pre-curved bill; DVJC logo

Colors: Jaguar green

Price: \$7.00







Hat (#3701)

Constructed lightweight brushed cotton twill sandwich cap; silver buckle and grommet; DVJC logo

Colors: Jaguar green

Price: \$7.00

DELAWARE VALLEY JAGUAR CLUB CUSTOMIZED MERCHANDISE

	<u>DVJC Pin</u> Epoxy dome pin; DVJC logo in full color Price: \$3.50 (2 for \$6.00)
	<u>Folding Table</u> Multi-purpose table with 2 built-in cup holders; heavy duty steel frame with adjustable straps for stability. Matching carrying bag; embroidered DVJC logo. Color: Jaguar green Price: \$19.95
	<u>Weekend Garment Bag</u> 3" gusseted; roomy enough for a 3-day get-away; large front zippered pocket, PVC, waterproof lining; DVJC logo embroidered on top. Colors: Black Price: \$
	<u>Deluxe Duffle Bag</u> Full length zippered pocket on front & side; adjustable shoulder strap; double web handles; embroidered DVJC logo Color: Jaguar green Medium: 19"x 9" x 9" : \$17.95 Large: 23"x 10.5" x 10.5" : \$19.95

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323 lodge Road
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